1966.

PORT HEALTH ADMINISTRATION

Port Health District.

The Port Health District of Preston embraces the whole estuary of the River Ribble, from Blackpool to Formby Point, and up the River Ribble and its tributaries to the furthest point to which the tide flows.

The dock, which is 3,200 feet long by 600 feet wide, covers 40 acres and is approached by the entrance basin 850 feet long by 300 feet wide, an area of 4½ acres.

The communicating locks are 550 feet long and 66 feet wide, with a depth of 29 ft. 6 in. at high water ordinary spring tide. The dock is situated within the county borough and is about 16½ miles along the River Ribble from the sea.

The quays are over 1½ miles long. There are 170 acres of storage ground and 590,000 square feet of covered floor space.

Section 1 - Staff.

Table A.

Staff

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other appointment held
J.S.G. Burnett	Port Medical Officer	1. 2.49	M.D., D.P.H.	Medical Officer of Health
I.G.P. Fraser	Deputy Port Medical Officer	10. 6.63 to 31. 8.66	M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health
L.P. Grime	Deputy Port Medical Officer	1. 9.66	L.R.C.P.I., L.R.C.S.I., L.M.R.C.P. & S.I., D.P.H.	Deputy Medical Officer of Health
F. Yates	Port Health Inspector	1. 9.64	Cert. R.S.I. and S.I.E.J.B., Cert Meat and Food	
G. Wood	Deputy Port Health Inspector	19. 5.65	Cert. P.H.I.E.B.	District Public Health Inspector

Address and Telephone Number of the Medical Officer of Health:

Health Department, Municipal Building, Preston.
Telephone number: Preston 54881.

Private address: Brook House, 252 Garstang Road, Fulwood, Preston.
Telephone number: Preston 77784.

Dr. L.P. Grime succeeded Dr. I.G.P. Fraser as Deputy Port Medical Officer on 1st. September, 1966.

Four Assistant Medical Officers were available also to undertake Port Health duties. During the year the medical officers boarded 24 ships from foreign ports and the public health inspectors boarded and inspected 733 ships.

Co-operation from H.M. Immigration Officers, The Trinity House Pilots, H.M. Customs Officers, the officials and staff of the Preston Port Authority, the shipping agents and others who have been contacted about various matters, has assisted in the smooth working of the Port Health Authority's functions.

Section II - Amount of shipping entering the district during the year.

Table

Ships entering the district during the year.

Ships from	Number	Tonnage	Number inspected		Number of ships report as having or having had during the voyage infectious disease on board
			By the Medical Officers	By the Public Health Inspectors	
Foreign ports	436	322,501	24	431	-
Coastwise	2,935	1,498,121	-	302	-
Total	3,371	1,820,621	24	733	-

Address and Telephone Number of the Medical Officer of Health:

Health Department, Municipal Buildings, Pretoria.
Telephone number: Pretoria 24051.

Private address: Rest House, 372 Duncanby Road, Malvern, Pretoria.
Telephone number: Pretoria 77164.

Dr. L.P. Grimm succeeded Dr. I.G.F. Kruger as Deputy Port Medical Officer on 1st. September, 1948.

Four Assistant Medical Officers were available also to undertake Port Health duties. During the year the medical officers boarded 24 ships from foreign ports and the public health inspectors boarded and inspected 723 ships.

Co-operation from H.M. Immigration Officers, The Friendly House Pilots, H.M. Customs Officers, the officials and staff of the Pretoria Port Authority, the shipping agents and others who have been contacted about various matters, has assisted in the smooth working of the Port Health Authority's functions.

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Coastwise	2,935	1,498,121	-	302	-
Total	3,371	1,820,421	24	733	-

Section III - Character of Shipping and Trade during the year.

TABLE C.

Passenger Traffic	Number of Passengers	INWARDS	4,837
	Number of Passengers	OUTWARDS	5,099

Passengers to and from		Foreign ports	Irish Ferry Service
Passengers in:-			
	Alien	38	) 4,640
	British	159	)
Passengers out:-			
	Alien	12	) 4,969
	British	118	)

Cargo Traffic.

Principal Imports.

Animal feeding stuffs, arsenic, asphalt rock, bacon, butter, bananas, bitumen, canned goods, china clay, copper, citrus fruits, cloth goods, coconuts, confectionery, eggs, fertilizers, flour, fish oil, frozen fish, frozen foods, fuel oils, grain, hardboard, hides, lard, maize, meat, milk, milk products, petroleum, potatoes, poultry, potash, resin, scrap iron, shell grit, stone, sulphur, timber, wood pulp, vehicles and containers.

Principal Exports.

Barbed wire, canned goods, cloth goods, coal, coke, cotton, fruit, fuel oils, iron and steel, machinery, meat and offal, pitch, soap, scrap iron, tar, vehicles and containers, wines and spirits.

Total imports	1964	1,353,304 tons
Total exports	1964	805,126 tons
Total imports	1965	1,363,516 tons
Total exports	1965	822,554 tons
Total imports	1966	1,422,445 tons
Total exports	1966	883,881 tons

Section III - Character of Shipping and Trade during the year.

TABLE C.

Passenger Traffic		
Number of Passengers INWARDS		4,827
Number of Passengers OUTWARDS		5,099

Passengers to and from		Foreign ports	Irish Ferry Service
Passengers in:-			
	Aliens	32	4,640
	British	139	
Passengers out:-			
	Aliens	12	4,969
	British	118	

Cargo Traffic.

Principal Imports.

Animal feeding stuffs, arsenic, asphalt rock, bacon, butter, bananas, bitumen, canned goods, china clay, copper, citrus fruits, cloth goods, cocoanuts, confectionery, eggs, fertilisers, flour, fish oil, frozen fish, frozen foods, fuel oils, grain, hardboard, hides, lard, maize, meat, milk, milk products, petroleum, potatoes, poultry, potash, resin, scrap iron, shell grit, stone, sulphur, timber, wood pulp, vehicles and containers.

Principal Exports.

Barbed wire, canned goods, cloth goods, coal, coke, cotton, fruit, fuel oils, iron and steel, machinery, meat and offal, pitch, scrap, scrap iron, tar, vehicles and containers, wines and spirits.

Total imports	1964	1,393,304 tons
Total exports	1964	803,726 tons
Total imports	1965	1,363,316 tons
Total exports	1965	822,334 tons
Total imports	1966	1,422,449 tons
Total exports	1966	883,881 tons

Principal ports from which ships arrive.

Foreign.

North Africa:	Casablanca, Kenitra.
North America:	Corner Brook, Harbour Grace, Miramichi Bay, Newcastle N.B., Pictou, N.S., Port St. Joe, U.S.A., Parrsboro, Sydney, N.S., Weymouth, N.S.
Antilles:	Barbados, Grenada, Kingstown, Port Castries, Port of Spain, Rosseau, St. Lucia, St. Vincent, St. George.
Belgium:	Antwerp, Ghent.
Denmark:	Copenhagen, Frederikeund, Hirtshals, Koge, Skagen.
Finland:	Abo, Hamminа, Hanko, Jacobstad, Kasko, Kemi, Kotka, Mantyluoto, Oulo, Rauma, Turka, Tolkis, Toplla, Yxpilia.
France:	Bayonne, Donges, Libourne, Le Treport, Marseilles, Nantes, Rouen, Sete.
Germany:	Bremen, Emden, Hamburg, Wismar.
Greenland:	Faeringehavn.
Holland:	Amsterdam, Delfzyl, Groningen, Rotterdam.
Norway:	Follafos, Fredrikstad, Haugesund, Haroya, Hommelvik, Igarka, Kristiansund, Langstein, Larvik, Lauvsnes, Namsos, Narvick, Oplo, Oslo, Porresgrunn, Sandviken, Steinjker, Sarpsborg, Tofte, Trondheim, Vadheim.
Poland:	Gdansk, Stettin.
Portugal:	Setubal.
Spain:	Avilles, Bilbao.
Sweden:	Dansjo, Domsjo, Gefle, Gothenburg, Halmstad, Helsingborg, Hernosand, Husum, Iggesund, Karlsborg, Karlstad, Kramfors, Marieberg, Munksund, Norrkoping, Norsundet, Ostrand, Ronnskar, Skelleftea, Skutskar, Sundsvall, Uddevalla, Umea, Vaija, Varberg, Vastervik.
U.S.S.R.:	Archangel, Kalingrad, Leningrad, Onega.

British Isles:

Arklow, Ayr, Ardrossan, Barrow, Belfast, Bristol, Coleraine, Cork, Castletown, Douglas, Drogheda, Dublin, Dundalk, Fowey, Glasgow, Greenore, Grimsby, Heysham, Larne, Liverpool, London, Manchester, Milford Haven, Penmaenmawr, Plymouth, Portrush, Ramsey, Swansea, Stanlow, Waterford.

Principal ports from which ships arrive.

Foreign.

North Africa:	Casablanca, Rabat.
North America:	Corner Brook, Harbour Grace, Hermitage Bay, Newcastle N.B., Pictou, N.S., Port St. Joe, U.S.A., Sydney, N.S., Weymouth, N.S.
Antilles:	Barbados, Grenada, Kingstown, Port Castries, Port of Spain, Roseau, St. Lucia, St. Vincent, St. George.
Belgium:	Antwerp, Ghent.
Denmark:	Copenhagen, Frederikssund, Kristiania, Kege, Skagen.
Finland:	Abo, Barsina, Reka, Jacobstad, Kaskinen, Kemi, Lotta, Mankylsoto, Oulu, Raumo, Turku, Tolkkie, Tupilla, Tuplilla.
France:	Bayonne, Bonnen, Libourne, Le Tregor, Marseilles, Nantes, Rouen, Sete.
Germany:	Brema, Emden, Hamburg, Wismar.
Greenland:	Frederikshavn.
Holland:	Amsterdam, Delfzyl, Groningen, Rotterdam.
Norway:	Follafos, Fredrikstad, Haugesund, Harsya, Kristiansund, Lofoten, Lofotskarmund, Langesten, Larvik, Lurvaness, Lussoe, Narvik, Oslo, Oslo, Porsgrunn, Sandviken, Stavanger, Sarpsborg, Tofte, Tronsdcta, Vadsoka.
Poland:	Danzig, Gdynia.
Portugal:	Setubal.
Spain:	Avilles, Bilbao.
Sweden:	Ahnsjo, Boraje, Gefle, Gothenburg, Halmstad, Helsingborg, Herrevaxud, Hnus, Lugsund, Karlshorg, Marstrand, Kiseleve, Skutskerr, Sundsvall, Norrsjoing, Soderhamn, Ostrand, Torekjer, Skellefteo, Stockholm, Sundsvall, Uddevalla, Umea, Valje, Varberg, Vastervik.
U.S.S.R.:	Archangel, Kaliningrad, Leningrad, Onega.

British Ports.

Ardglass, Ayr, Ardrossan, Barrow, Belfast, Bristol, Colerraine, Cork, Dunfletown, Dorgins, Drogheda, Dublin, Dundalk, Fowey, Glasgow, Greenore, Grimsby, Heysham, Larne, Liverpool, London, Manchester, Milford Haven, Pembrokeshire, Plymouth, Portrush, Runcy, Swansea, Shoreham, Waterford.

There was a slight increase in the total number of ships arriving. Total imports again gave a record year's tonnage as did the total import and export aggregate tonnage.

The principal imports from foreign ports continue to be timber and wood pulp from Scandinavia, the U.S.S.R., and to a lesser degree from North America. Ships from the British West Indies arrived almost weekly carrying bananas, citrus fruits and coconuts. The tonnage of general Cargo exported to the British West Indies on these vessels has increased considerably. The container and ferry services from Northern Ireland and Eire provided the bulk of shipping entering the port. A further firm commenced on this service during the year. An additional regular container service has now become established between the Isle of Man and this port.

Section IV - Inland Barge Traffic.

There is no inland barge traffic from or to the Port of Preston.

Section V - Water Supply.

1. Source of supply for

(a) The District

The district derives its water from the Preston and District Water Board, and this is an upland surface water derived from the gathering grounds in the Forest of Bowland. The water is of good quality, well suited for drinking and domestic purposes.

(b) Shipping

Shipping is supplied with water from the district supply by means of a hose from a shore hydrant.

2. Reports of Tests for Contamination.

The following table gives details of samples of drinking water taken from ships entering the port and from the dock estate.

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2. Reports of Tests for Contamination.

The following table gives details of samples of drinking water taken from ships entering the port and from the dock estate.

Table

Water Samples

From	Type	Number	Results	
			Satisfactory	Unsatisfactory
Foreign Vessels	Bacteriological	8	4	4
Coastwise Vessels	Bacteriological	3	3	-
Port Authority Vessels	Bacteriological	1	1	-
Supply Hydrant and Hose	Bacteriological	2	2	-
Dock Estate	Bacteriological	3	2	1
Dock Estate	Chemical	1	1	-
Totals		18	13	5

The bacteriological failures of four samples taken from ships from foreign ports were notified to the Masters and to the owners' shipping agents who were requested to have their fresh water tanks emptied and thoroughly cleansed. Subsequent samples from three of these ships were found to be satisfactory; in the case of the remaining unsatisfactory sample, the ship concerned left this port before further samples could be taken but its water tanks had been cleansed.

The three unsatisfactory samples from coastwise vessels were from ships regularly carrying passengers from this port to Ireland.

The unsatisfactory sample from a warehouse tap on the dock estate was the subject of further sampling upon which the laboratory reported as being 'highly satisfactory'.

3. The supply of water to shipping is under the direct control of the Port Authority who employ a special staff for this purpose. Regular surveillance of fresh water supply hydrants, hoses and equipment is maintained so as to prevent contamination and ensure cleanliness and proper use of such appliance.

Samples were taken from a fresh water hydrant stand-pipe on the quay and from the hose terminal aboard ship. Both these samples were reported upon as satisfactory.

Section VI - Public Health (Ships) Regulations, 1966.

The above Regulations came into operation with effect from 1st. April, 1966. All previous Regulations were revoked.

1. List of Infected Areas.

The list of infected areas is prepared from, and amended as necessary, with details obtained from the World Health Organisation in the Weekly Epidemiological Record and is drawn up in the form of the W.H.O. list supplied. Copies of the list are supplied to the Trinity House Pilotage Office, Preston, and H.M. Waterguard Office, Preston.

2. Radio Messages.

Preston is not a radio transmitting or receiving port, as defined by the Public Health (Ships) Regulations, 1966, for the purposes of regulations 13 and 14 (1)(a) and (2).

During the hours of the tidal period, the Master ofavessel lying within the limits of the Port of Preston, and equipped with V.H.F. radio, can report any sickness or untoward circumstance requiring the attention of the Port Health Authority through the Port's V.H.F. Radio Navigation Service operated from the Locks. Any such message is passed by telephone to the Port Medical Officer. Any ship not equipped with V.H.F. radio can have the boarding Pilot arrange for a message to be transmitted via the V.H.F. aboard the pilot boat.

3. Notification otherwise than by Radio.

Shipping Agents are usually in radio/telephone communication with ships before they enter the harbour limits and any message requiring attention of the Port Medical Officer is passed to them to the Port Health Authority.

Ships requiring a Boarding Medical Officer are required to show the statutory signals as follows

By Day - Fly the signal L.I.M.

By Night - Red Light over a White Light.

In several instances cases of sickness were notified but in each case

these were found to be non-infectious and referred to the shipping agents for action by the Shipping Federation Doctor. The Master of a foreign ship, which had been in Port for several days, died suddenly and the duty Port Medical Officer was called upon to confirm death. Cause of death was subsequently certified as coronary thrombosis.

4. Mooring Stations.

By agreement with the Port Authority arrangements exist for the breasting off of any ship at the discharging berths allocated, where such action is considered necessary by the Port Medical Officer. This is done by placing one of the barges of about 20 feet beam which are always available between the vessel and the quay, whilst the vessel is subjected to the prescribed measures.

This arrangement obviates the necessity of moving the vessel from one berth to another and facilitates the discharge of her cargo whether during or when freed from control.

5. Arrangements for:-

(a) Hospital accommodation for infectious diseases.

All cases of infectious disease other than smallpox are removed to Deepdale Hospital, Blackpool Road, Preston.

(b) Surveillance and follow-up of contacts.

Surveillance is carried out as suggested in Section 18(2) and Section 37 of the Public Health (Ships) Regulations, 1966.

(c) Cleansing and Disinfection of ships, persons, clothing and other articles.

The cleansing and disinfection of ships is carried out under the supervision of the Port Health Inspector. Clothing, bedding, etc. are removed in the Health Department's disinfection vehicles to the disinfection plant at the Ambulance Station, Deepdale Road, Preston.

Arrangements can also be made for persons to be cleaned and disinfested at the Greenbank Health Centre, Ripon Street, Preston, and bedding, etc. in the steam disinfestor at the Ambulance Station, Deepdale Road, Preston.

Section VII - Smallpox.

1. The reception of smallpox cases into hospital is in the hands of the Manchester Regional Hospital Board who advise as to which hospital is available for such purpose. Normally, Ainsworth Hospital, Bury, is retained as the first regional hospital to admit cases of smallpox.

2. Smallpox cases would be removed by ambulance belonging to Preston Corporation. The vaccinal state of the crews of these ambulances is the responsibility of the Medical Officer of Health of the County Borough of Preston.

3. SMALLPOX CONSULTANTS:

Dr. C. Metcalfe Brown, Town Hall, Manchester, 2.
Manchester Central 3377 and Ringway 4273 (Home).

Dr. T.L. Hobday, 43, Ullet Road, Liverpool, 17.
Liverpool Central 2542 and Sefton Park 4333 (Home).

Dr. A.G. Ironside, Monsall Isolation Hospital,
Newton Heath, Manchester, 10.
Collyhurst 2254 and 4271488 (Home).

Prof. A.B. Semple, Health Dept., Hatton Garden,
Liverpool, 3.
Liverpool Central 8433 and Gateacre 2081 (Home).

4. Facilities for the laboratory diagnosis of smallpox are available at the Department of Bacteriology, University of Liverpool, under the direction of Professor K. McCarthy.

Section VIII - Venereal Disease.

The Venereal Disease Clinic at the Preston Royal Infirmary is open at the following times:

Tuesday	5 p.m.	- 7 p.m.	Women
Wednesday	5 p.m.	- 7 p.m.	Men
Thursday	2 p.m.	- 4 p.m.	Women
Friday	5 p.m.	- 7 p.m.	Men.

Male patients from ships likely to sail before the next male clinic can also be seen on Tuesdays or Thursdays.

Fifty-nine seamen attended for treatment at the clinic for the first time during the year.

Section IX - Cases of notifiable and other infectious diseases on ships.

TABLE D.

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Nil	Nil	Nil	Nil
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Nil	Nil	Nil	Nil

No case or suspected case of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

Section X - Observations on the occurrence of malaria in ships.

No case of malaria occurred during the year.

Section XI - Measures taken against ships with or suspected for plague.

No ship infected with or suspected of carrying plague arrived during the year. In the event of such an occurrence, action in accordance with the measures outlined in Part I of the Fourth Schedule Public Health (Ships) Regulations, 1966, would be pursued.

Section XII - Measures against rodents in ships from foreign ports.

(1) Procedure for inspection of ships for rats.

All foreign-going vessels are inspected in the following sequence:

(a) Vessels from infected ports.

(b) Vessels from non-infected ports.

(c) Foreign-going vessels that have arrived from another port in the British Isles.

A rodent operator sets traps on vessels where evidence of rats is found and revisits these and other vessels from foreign ports while cargo is being discharged.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague.

Rodents caught are placed in muslin bags, dipped in paraffin, labelled and despatched to the Public Health Laboratory, Preston.

(3) Arrangements in the district for deratting ships.

The deratting of vessels prior to the issue of Deratting Certificates may be affected with hydrogen cyanide or sodium fluoroacetate.

(4) Progress in the rat-proofing of ships.

Rat-proofing was found in good condition on vessels inspected and no repairs or improvements were required.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black rats	4
Brown rats	-
Species not known	-
Rats sent for examination	-
Rats infected with plague	-
Mice	-

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates issued					Number of Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with		After trapping	After poisoning	Total		
H.C.N.	Other fumigant					
(1)	(2)	(3)	(4)	(5)	(6)	(7)
-	-	-	-	-	75	75

It was not found necessary to have any ship deratted. The good standard of rat-proofing, the type of shipping using the port, and the ports of call of such shipping, were factors which led to the inspections revealing mainly rodent free vessels. Permanent baiting aboard the ships from the British West Indies was found to be effective.

In addition to his visits to shipping the rodent operator makes a regular search of the dock estate. During the year 23 rats and 82 mice were found dead after laying of bait. A more realistic estimate of the 'kill' is to be judged from the fact that of 1,350 poison baits which were laid, 784 were consumed. No infestation of the black rat was found on the docklands nor any other major rodent infestation.

Section XIII - Inspection of Ships for Nuisances.

TABLE G.

Inspection of Ships for Nuisances.

Nature and Number of Inspections	Defects found	Notices served		Defects remedied
		Statutory notices	Other notices	
Total number of ships visited ... 733				
The following defects and nuisances were found:-				
Vermin	15	-		11
Heat, light and ventilation ...	1	-		1
Washplaces and fittings dirty and defective	16	-		12
Drainage defective	2	-		1
Sanitary accommodation defective ..	3	-	28	2
Food stores, preparation places and fittings dirty and defective	12	-		8
Accommodation dirty and defective	17	-		12
Drinking water system defective ...	4	-		3
Refuse accumulations	7	-		7
Smoke emissions	8	-		7
	85	-	28	64

Of the 733 ships visited, 431 were from foreign ports; the remainder being coastwise or from Ireland. 169 foreign and 105 coastwise ships were revisited.

The standard of crews accommodation continues to improve. More new and modern ships are entering the port. As can be seen from the above table most of the defects and nuisances were remedied whilst in this port. The outstanding instances were mainly due to the ships leaving Preston before the work could be put in hand or completed. The defects were mainly vermin infestations and unhygienic conditions in crews quarters, provisions stores and galleys. It was not found necessary in any case to take statutory action.

Section XIV - Public Health (Shell-Fish) Regulations, 1934 - 1948.

Mussel gathering in the Ribble Estuary was controlled by the Ribble Mussel Fishery Order, 1936 until this order was revoked in April, 1961 at the request of Lancashire County Council. Under this order, the County Council were the grantors of licences to pick mussels. The sale or distribution for human consumption of mussels taken from within the Preston Port Sanitary district, which embraces the Ribble Estuary, is still controlled by the Preston (Shell-Fish) Regulations, 1923. Under these regulations, mussels must be subjected to an approved process of cleansing. The Lytham Mussel Purification Station, operated by Lancashire County Council, was closed in April, 1957 through lack of demand. The last consignment of mussels picked from these beds and sent for cleansing was in 1957.

The estuary is still polluted by sewage. No samples of shell-fish were taken during the year. Mussels are prese t on both banks of the estuary. The nearest cleansing stations to the estuary are at Conway, Bangor and Portmadoc.

Section XV - Medical Inspection of Aliens and Commonwealth Immigrants.

(a) The following Medical Inspectors held warrants of appointment on 31st. December, 1966 under both the Aliens Order, 1953 and the Commonwealth Immigrants Act, 1962.

Dr. J.S.G. Burnett
Dr. L.P. Grime
Dr. I.M.R. Purdom
Dr. J.T. Carroll
Dr. A. Fowden
Dr. E.J. Hunt

(b) Apart from occasional clerical work, no other staff are engaged.

(c) Upon receipt of requests from the Home Office Immigration Officer, Aliens and Commonwealth Immigrants on arrival at the port are medically examined by a Medical Inspector.

(d)

Alien Arrivals	Total number of arriving ships carrying aliens	...	23
	Total number of aliens arriving at the port	...	38
	Total number of aliens medically examined	...	-
	Certificates issued	...	-
Commonwealth Immigrant Arrivals	Commonwealth citizens subject to control	...	30
	Commonwealth citizens medically examined	...	8
	Certificates issued	...	-

(e) Medical Inspection of Aliens and Commonwealth Immigrants is carried out on board ship.

Section XVI - Miscellaneous.

(a) Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

Arrangements for the interment of a deceased member of the crew of any vessel is the concern of the shipping agent and the following procedure would be adopted in the event of a death from infectious disease. The Superintendent of Mercantile Marine acting for the Ministry of Transport would be notified immediately. The body would be removed by the Health Department staff to the mortuary of the Deepdale Hospital, Preston for the purpose of local enquiry and verification of the cause of death.

(b) Legislation relating to work of the Port Health Authority.

Aliens Order, 1953
Antioxident in Food Regulations, 1958
Arsenic in Food Regulations, 1959 and 1960
Clean Air Act, 1956 and Permitted Periods (Vessels) Regulations, 1958
Colouring Matter in Food Regulations, 1957
Commonwealth Immigrants Act, 1962
Dangerous Drugs Regulations, 1955
Diseases of Animals Act, 1950 and Orders
Factories Act, 1961
Fluorine in Food Regulations, 1957
Food and Drugs Act, 1955
Food Hygiene (General) Regulations, 1960
Food Hygiene (Docks, Carriers, etc.) Regulations, 1960
Food Hygiene (Markets, Stalls and Delivery Vehicle) Regulations, 1966
Hydrogen Cyanide (Fumigation) Act, 1937
Hydrogen Cyanide (Fumigation of Ships) Regulations, 1951
Lead in Food Regulations, 1961
Liquid Egg (Pasteurization) Regulations, 1963
Meat Inspection Regulations, 1963
Meat (Staining and Sterilization) Regulations, 1960
Meat (Treatment) Regulations, 1964
Merchandise Marks Act, 1962 and Orders
Mineral Hydrocarbons in Food Regulations, 1966
Preservatives in Food Regulations, 1962
Preston (Shellfish) Regulations, 1963
Prevention of Damage by Pests Act, 1951 and Orders, 1951 and 1956
Public Health Act, 1936 and 1961
Public Health (Infectious Diseases) Regulations, 1953
Public Health (Ships) Regulations, 1954, 1961, 1963 and 1966
Public Health (Imported Milk) Regulations, 1926
Public Health (Imported Food) Regulations, 1937 and 1948
Public Health (Shellfish) Regulations, 1934 and 1938
Soft Drinks Regulations, 1963.

(c) (i) Food Inspection.

A considerable tonnage of food imports arrived in the port during the year chiefly co prising bacon, bananas, butter, canned goods, coconuts, confectionery, citrus fruits, eggs, frozen fish, frozen foods, lard, meat and meat products, milk and milk products, poultry and potatoes. Refrigerated ships carrying cargoes of bananas and citrus fruits continued to arrive almost weekly from the British West Indies. During the year three refrigerated ships arrived from Canada (2) and Greenland (1) with cargoes of frozen fish. The majority of incoming food cargoes, arriving practically on all tides, came from Northern Ireland and Eire. Several small consignments of kippers arrived from the Isle of Man. Most of these foods are 'in transit' through the port and are only on the dock estate for a short period. Nevertheless it has been possible with the co-operation of the dock transport industry, to carry out routine inspections daily of such cargoes. Special attention is paid to perishable cargoes such as bacon and meat. The quality and condition of foods discharged at the port was found to be good and satisfactory.

Early in the year an 8 day strike by the dock labour force resulted in food cargoes being held up in the port. The perishable foods (e.g. butter, bacon, frozen liquid egg, meat, poultry) were inspected daily and quantities of dry ice were placed in the low-temperature insulated containers and a ship's hold. Upon resumption of work all consignments of food were inspected before being allowed to leave the port for destinations throughout Britain. No such food was considered to be unsound.

The following unsound foodstuffs were voluntarily surrendered for destruction:-

	Tons	Cwts.	Qrs.	Lbs.
Bananas (over-ripe, stem-rot and waste)	187	19	0	14
Canned foods (blown and leaking)		1	3	9
Citrus fruits (damaged and mould)		3	1	0
Lard (contaminated)		3	3	0
Potatoes (rotten and rodent contaminated)		10	0	0
Total	188	17	3	23

A [illegible] inventory of first [illegible] [illegible] the [illegible] [illegible] the [illegible] [illegible] [illegible]

The above does not take into account quantities of canned goods, damaged in transit, which were re-exported back to the canning factories in Ireland. The apparently large quantity of bananas surrendered is reasonable when compared with the total tonnage of some 32,000 tons of such fruit arriving at the port during the year and is indicative of the high standard set by the importer. Reasons for rejection of bananas principally are over-ripeness, damaged stems, and stem rot causing decay of individual fingers and hands.

(c) (ii) <u>Food Sampling.</u>

The following food samples were taken upon discharge at the port:-

Sample	Bacteriological or Chemical	Satisfactory	Unsatisfactory
Canned Rice Milk Pudding	Bacteriological	1	-
Canned Rice Milk Pudding	Chemical	1	-
Canned Creamed Mushrooms	Bacteriological	1	-
Canned Creamed Mushrooms	Chemical	1	-
Canned Grilled Mushrooms in Brine	Bacteriological	1	-
Canned Grilled Mushrooms in Brine	Chemical	1	-
Fresh Grapefruits	Chemical	1	-
Bananas	Chemical	-	1
Canned Pure Dairy Cream	Bacteriological	1	-
Canned Pure Dairy Cream	Chemical	1	-
Canned Full Cream Evaporated Milk	Bacteriological	1	-
Canned Full Cream Evaporated Milk	Chemical	1	-
Dried Separated Milk Powder	Bacteriological	1	-
Dried Separated Milk Powder	Chemical	1	-
Fresh Limes	Chemical	1	-
Butter	Chemical	1	-
Butter	Bacteriological	1	-
Canned Macaroni Milk Pudding	Chemical	1	-
Canned Macaroni Milk Pudding	Bacteriological	1	-
Bubble Gum	Chemical	1	-
Canned Fruit Salad	Bacteriological	1	-
Canned Fruit Salad	Chemical	-	1
Canned Dairy Cream	Bacteriological	1	-
Canned Dairy Cream	Chemical	1	-
Lard	Chemical	1	-
Bacon	Chemical	1	-
Canned Fruit Salad	Bacteriological	1	-
Canned Fruit Salad	Chemical	1	-
Chocolate Crumbs	Chemical	1	-
Bananas	Chemical	1	-
Fresh Grapefruit	Chemical	1	-
Fresh Pumpkins	Chemical	1	-
Canned Fruit Salad	Bacteriological	1	-
Canned Fruit Salad	Chemical	1	-
Frozen Food (Beefburger)	Chemical	1	-
Frozen Food (Beefburger)	Bacteriological	1	-
Frozen Cod Block (fillets)	Bacteriological)	1	-
Frozen Cod Block (fillets)	Chemical	1	-
Frozen Food (Hamburgers)	Bacteriological	1	-
Fresh Grapefruit	Chemical	1	-
	Total	38	2

Teams	Distinguished at Least Once	Distinguished Twice	Distinguished Three Times
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

The unsatisfactory sample of bananas was in actual fact the 'splashing' of banana skins with a stem rot preventative containing a prohibited colouring matter. This rot preventative was meant to be applied to the stem ends only but its haphazard application in the West Indies resulted in contamination of fruit skin. The importers were informed of the unsatisfactory report on this sample and they gave their assurance that stricter supervision would be given to the painting of stalks in the British West Indies so as to ensure little, if any, staining of the banana skins. This sample was taken early in the year and subsequent regular routine inspections carried out during the remainder of the year found negligible evidence of only minute 'splashing'. A sample of canned fruit salad was found to be incorrectly labelled in that the list of ingredients was given in the wrong order. The importers and canners were notified and later consignments of this commodity were found to be correctly labelled.

(c) (iii) Food Hygiene.

Regular inspections were carried out of premises and vehicles in order to ensure compliance with the Food Hygiene (Docks and Carriers) Regulations, 1960. The premises where foods in transit were temporarily stored were found generally to be reasonably well maintained having regard to the constant 'in and out' movement of goods. Construction of insulated containers for bulk food transport is continually improving and is of a high standard, whilst the system of open 'flat' conveyance is diminishing. The cleansing of flats and containers is normally carried out at the port of loading. It was found necessary on several occasions to direct the attention of management to certain unsatisfactory conditions.

Co-operation from the shipping and transport industries has been encouraging and formal action has not been necessary.

(d) Dock Estate.

The Corporation, acting in their capacity as the Port of Preston Authority, arranged for the execution of works to improve the amenities used by the dock labour force and other personnel employed on the dock estate. Six new blocks of sanitary accommodation were almost completed by the end of the year; these contain modern fittings including sanitary conveniences, wash hand basins, hot and cold water and warm-air dryers. New Messrooms were erected and more are to be built; these provide locker accommodation, first aid equipment, personal washing facilities, and facilities for taking meals.

At the request of the Port Health Authority, private firms built two new blocks of sanitary accommodation and messrooms for use of their employees working in transit sheds where a considerable tonnage of bacon in transit is stored. Improvements were effected in three privately owned canteens situated on the dock estate. Work was carried out at several offices to improve accommodation and for general compliance with the Offices, Shops and Railway Premises Act, 1963. Two new large office blocks used by private firms were built and a further block is under construction.

Other structural work completed on the estate included maintenance and resurfacing of roads, the building of the first transit shed on the new dock Development Site, and certain drainage work including the connection to sewer of drainage previously served by a septic tank which discharged into the river.

(e) Smoke Control.

The entire area of the Dock Estate is contained within operative Smoke Control Orders resulting in the effective control of smoke emission from the many installations on the estate. During the year it was not found necessary to take formal action against any offenders. The plant of one firm was found to be emitting grit and dust; the owners carried out certain works of improvement so as to abate the nuisance.

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At the request of the Port Health Authority, private firms built two new blocks of sanitary accommodation and conveniences for use of shed employees working in transit sheds where a considerable tonnage of bacon in transit is stored. Improvements were effected in three privately owned canteens situated on the dock estate. Work was carried out at several offices to improve accommodation and for general compliance with the Offices, Shops and Railway Premises Act, 1963. Two new large office blocks used by private firms were built and a further block in water construction.

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With the gradual disappearance of coal burning ships the number of smoke nuisances from this source is almost negligible. The attention of ships' captains and engineers was directed to any smoke emissions and co-operation was found to be responsive and effective. No statutory action was necessary.

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